

lue so received for said bonds, to the use of the different companies mentioned in said act, according to the proportions and conditions therein prescribed.

And as the said sums are paid into the Treasury, if any one of said companies should not have so far progressed in its operation as to stand in need of its proportion of the same, then the Treasurer shall be authorised, with the consent of said company, to advance the same to any other of said companies; provided, that such company to whom the same is advanced shall not receive more than its full quota of the whole sum of eight millions of dollars.

Which was read.

Mr. Hughes moved that the house adjourn, being 5 o'clock, P.M.

Determined in the negative.

Mr. Williams offered as a substitute for said resolutions the following—

*Resolved by the General Assembly of Maryland, That, in the opinion of this Legislature, the subscriptions to the capital stock of the Chesapeake and Ohio canal company, and to the capital stock of the Baltimore and Ohio rail road company, made by the Treasurer of this State, under the provisions of the act of Assembly of December session eighteen hundred and thirty-five, chapter three hundred and ninety-five, entitled "an act for the promotion of internal improvement," were to be dependent for their validity on the sufficiency of subscriptions to the capital stock of the Maryland canal company, "to insure its completion by the most northern practicable route."*

*Resolved, That the subscription made to the capital stock of the Baltimore and Ohio rail road company by the Treasurer, under the provisions of the act aforesaid, was also dependent for its validity on a certificate, to be rendered under oath, by a majority of the State's directors in said company, stating to the Treasurer their sincere belief that, with the amount of said subscription, and the other means mentioned in connexion therewith in the fifth section of said act, the said rail road company would have "funds sufficient to complete the said rail road from the Ohio river by way of and through Cumberland, Hagerstown, and Boonsborough, to its present track at Harper's Ferry"*

*Resolved, That the validity of said subscription to said rail road company was also to depend on the said company's locating their said road "so as to pass through" Boonsborough and Hagerstown; and said company is not authorized to locate it in any other manner. And in case of not so locating said road, the said company is to forfeit one million of dollars to the State of Maryland.*

*Resolved, That the subscriptions to the capital stock of the Chesapeake and Ohio canal company, and to the capital stock of the Baltimore and Ohio rail road company, made by the Treasurer of this State, under the provisions of the said act of 1835, chapter 395, were also dependent for their validity on the event of a successful negotiation for a sale of State's stock in the manner and on the terms limited and prescribed therefor by the said act.*